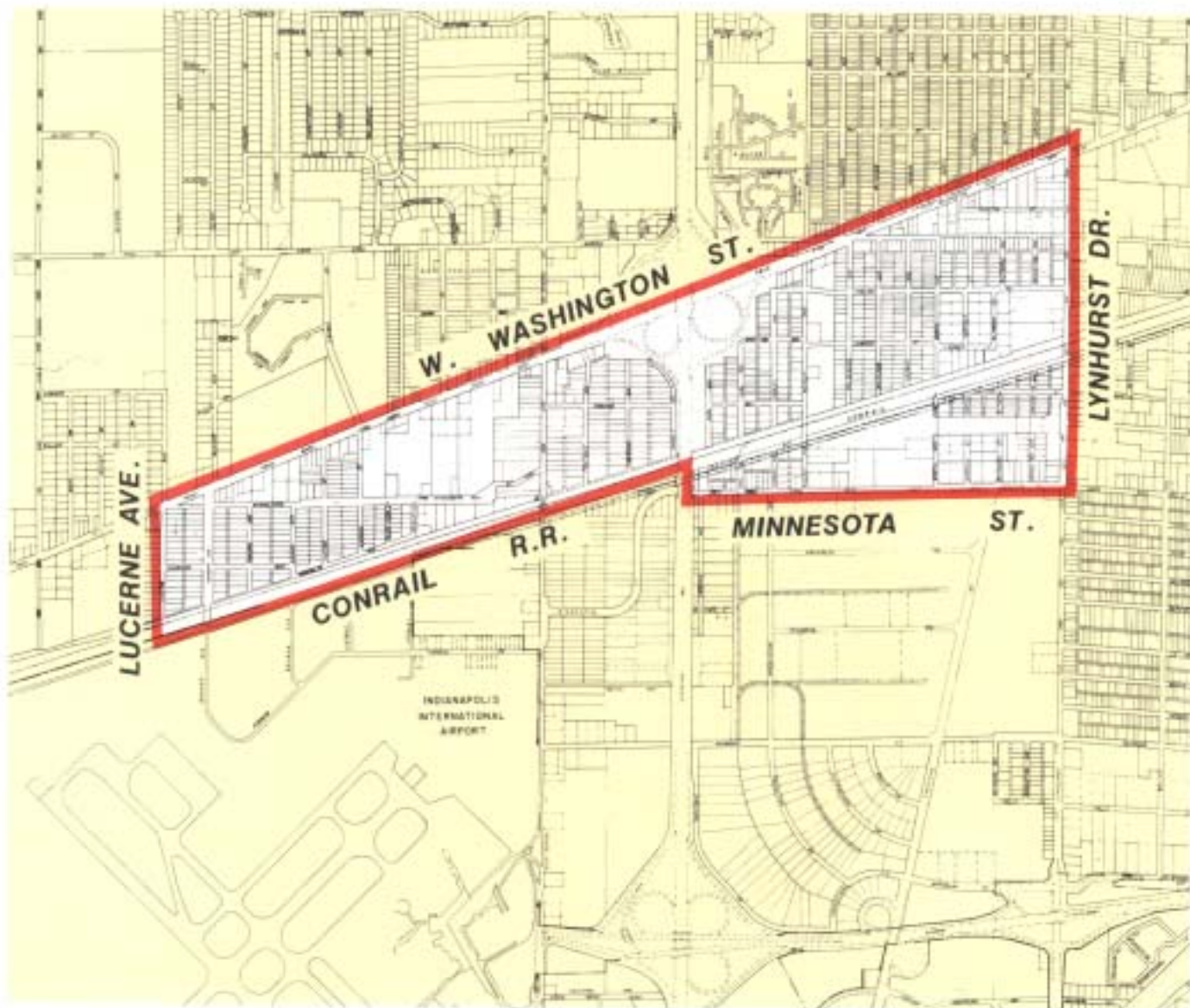
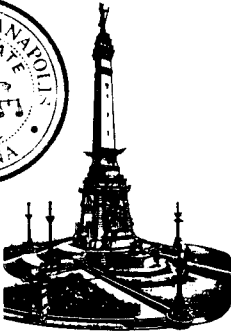


MINNESOTA STREET / WASHINGTON STREET CORRIDOR PLAN



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DEPARTMENT OF METROPOLITAN DEVELOPMENT
DIVISION OF PLANNING
INDIANAPOLIS-MARION COUNTY, INDIANA



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May, 1990

The Minnesota Street/Washington Street Corridor Plan references an Appendices document. The contents of this Appendices document includes:

1. 1989 Data Inventory
2. Corridor Study Issue Identification Questionnaire
3. Public Meeting Summaries

If you wish to review or purchase the Appendices document, please contact our Neighborhood Planning Section.

Thank you,


Stuart Reller

SR:ge/nw

MINNESOTA STREET/WASHINGTON STREET CORRIDOR PLAN

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MINNESOTA STREET/WASHINGTON STREET CORRIDOR PLAN

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MINNESOTA STREET / WASHINGTON STREET CORRIDOR PLAN

MAP 1 / LOCATION MAP



MAY, 1990

Department of Metropolitan Development
Division of Planning
Indianapolis-Marion County, Indiana

I. INTRODUCTION

A. Background

In November of 1987, A Noise Compatibility Study for Indianapolis International Airport was completed pursuant to Part 150 of the Federal Aviation Regulations. The study contains recommendations concerning airport noise abatement techniques and compatible land use patterns to mitigate noise impacts. The Minnesota Street/ Washington Street Corridor Study was undertaken in accordance with one specific recommendation contained in the Part 150 Study.

The Minnesota Street/Washington Street Corridor is bounded by Washington Street on the north, Lynhurst Drive on the east, the Conrail Railroad and Minnesota Street on the south and Lucerne Avenue on the west. This study area comprises approximately 425 acres.

The study addresses the following issues identified in the Part 150 Noise Compatibility Study:

- the Minnesota Street residential neighborhood immediately north of the airport is undergoing some transition to commercial uses;
- the Minnesota Street residential neighborhood will eventually receive greater noise impacts when the replacement runway (5L-23R) is constructed;
- the Mickleyville area generally bounded on the west by I-465, north by Washington Street (U.S. 40), east by Lynhurst Drive and south by the Conrail tracks, is currently subjected to significant noise impacts. However, when the replacement runway (5L-23R) is constructed, these impacts will be reduced.

B. Overall Aviation Noise Abatement Plan

The Indianapolis Airport Authority continues to implement the aircraft noise abatement procedures that were adopted as part of the Part 150 Program to reduce the levels of noise experienced in the corridor study neighborhood. It is estimated that nearly one half of all the existing air traffic over this area will be shifted to the new Runway 5R-23L which is under construction on the south side of the airport and is scheduled for completion by June, 1990. The daytime air traffic procedures will continue to encourage landings from the northeast and departures to the southwest on both of the parallel runways. With two runways in operation the traffic



MINNESOTA STREET / WASHINGTON STREET CORRIDOR PLAN **MAP 2 / 1984 COMPREHENSIVE LAND USE PLAN**

LAND USE CATEGORIES

Low Density Residential
 Commercial Cluster Retail / Office
 Light Industrial

will be reduced in half over this corridor study area when weather conditions permit. Normal nighttime operations will require southwest landings and southwest departures eliminating most of the traffic over the Minnesota Street corridor area.

C. The Marion County Comprehensive Plan

The Marion County Comprehensive Plan is a policy guide for the orderly growth and development of the community. Upon adoption by the Metropolitan Development Commission, the Minnesota Street/Washington Street Corridor Plan becomes a segment of the Comprehensive Plan, encompassing many of the same elements, but dealing with a specific area which has detailed and definite needs not specifically considered in the Comprehensive Plan. Land use recommendations from the current 1984 Marion County Comprehensive Plan are illustrated on the Comprehensive Land Use Plan (see Map 2).

Marion County can be divided into seven stages of development (physical growth). Various areas of the county have different histories, different rates of development, and different levels of development pressure. These seven generalized development stages can be used to identify the differing areas. Designation of these various development stages can allow the City to design general policy statements, neighborhood plans and corridor studies to meet the needs of a specific area.

The Minnesota Street/Washington Street Corridor is considered to be within a development stage called "Suburban Revitalization Area". This is evident by:

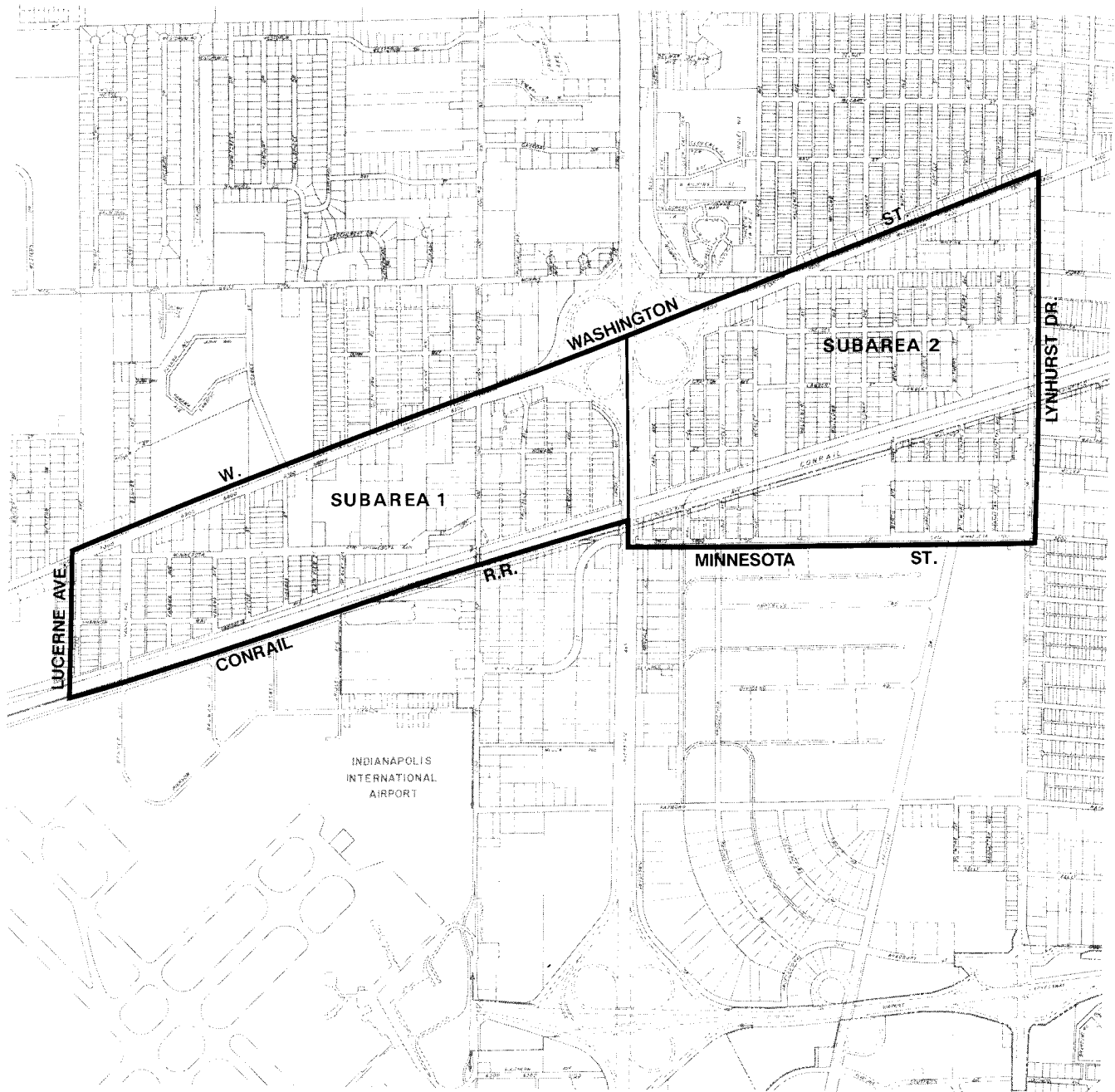
- twenty percent or less of the area is undeveloped;
- boundary lines between major land use categories are generally well defined;
- some of the housing stock is showing signs of deterioration;
- the airport expansion is causing necessary redevelopment in the area.

The primary concern of this plan relates to establishing land use patterns that address transition from residential to commercial uses and establishing land use patterns that are more compatible with aircraft induced noise. However, the plan also addresses other neighborhood problems such as transportation and drainage.

II. THE PLANNING PROCESS

The Minnesota Street/Washington Street Plan represents a cooperative effort among the Department of Metropolitan Development, other City agencies, the Indianapolis Airport Authority and the residents of the study area. These groups worked to develop strategies for the neighborhood which will help guide development.

The recommendations contained in this summary were developed during four planning committee meetings. Participation on the committee was obtained by sending letters soliciting involvement to over 150 area residents. Forty persons indicated their desire to participate on the planning committee. Due to the nature of this study and the incursion of I-465 through the middle of the study area, the Minnesota Street/Washington Street Corridor has been divided into two subareas (see Map 3). Subarea One is bounded by Lucerne Avenue, I-465, Washington Street and the Conrail Railroad. Subarea Two is bounded by I-465, Lynhurst Drive, Washington Street and Minnesota Street. Each subarea is characterized by its own assets and liabilities [refer to the Data Inventory dated 1989, which was prepared as a part of this Plan].



MINNESOTA STREET / WASHINGTON STREET CORRIDOR PLAN **MAP 3 / SUBAREAS**

The preparation of this map was financed in part by a Community Development Block Grant



MAY 1990
 Department of Metropolitan Development
 Division of Planning
 Indianapolis Marion County, Indiana

III. DATA COLLECTION AND ANALYSIS

The Data Inventory was completed midway through the planning process. The Data Inventory contains a Historical Development Summary, Demographic Profile, Transportation Data, Public Safety Data, Building Conditions Data, Land Use Data, Zoning and Rezoning Data and Existing and Proposed Noise Contours.

The Minnesota Street/Washington Street Corridor lies in an area of south-central Wayne Township, of which the dominant land use feature is Indianapolis International Airport. The corridor is bounded on the north by U.S. 40 (Washington Street) which is an intensely developed commercial strip and Minnesota Street on the south, which contains a combination of industrial, commercial and residential land uses. The area between these two streets is dominated by single-family residential uses. Transecting the corridor at midpoint is the western leg of the Indianapolis belt parkway - I-465. The Minnesota Street/Washington Street Corridor study area is an older community both in terms of its population and its housing stock. Its residents are of moderate income and, for the most part, live in single-family structures constructed about fifty years ago. The value of this housing is at the lower end of the "moderately priced" realty market index due in part by its location in the flight path of the airport's principal runway. Its social fabric remains family oriented.

The transportation section of the Data Inventory contains data on the functional street classification system, existing and future levels of service, bridge sufficiency ratings, high accident intersections and data on the proposed widening of Lynhurst Drive.

The Data Inventory contains nine types of crimes listed for the Minnesota Street/Washington Street Corridor. From 1987 to 1988, there was a 9% increase in total crimes committed. As part of the gathering process, questionnaires were sent by DMD-Division of Planning to 273 area residents. The data was analyzed by The Division of Planning staff and presented to the planning committee for discussion and feedback prior to developing the corridor plan. The results from the questionnaires confirmed many of the public concerns which were raised during the planning committee meetings.

Subarea One

Subarea One is bounded by Lucerne Avenue, I-465, Washington Street and the Conrail Railroad. Subarea One has a land area of approximately 179 acres. The area is primarily residential (see Map 4). Most of the structures in Subarea One are either in excellent condition or only need superficial repair (see Map 5).



MINNESOTA STREET / WASHINGTON STREET CORRIDOR PLAN **MAP 4 / 1989 LAND USE**

RESIDENTIAL

- Single Family
- Two Family

COMMERCIAL

- Retail / Office

PUBLIC

INDUSTRIAL

VACANT

The highest percentage of land in Subarea One is currently zoned for residential use rather than commercial or industrial uses. One tract is zoned for relatively intense commercial use and is located between two residential districts. There is, in many instances, inadequate buffering between existing residential and commercial uses. There is also little industrial land use in Subarea One. However, truck traffic from industrial uses on Minnesota Street causes traffic congestion.

The noise impact of Subarea One is not as great as Subarea Two due to the current runway configuration and subsequent flight pattern over Subarea Two.

Subarea One has a severe drainage problem. The roadside drainage is less than adequate due to lack of maintenance and poor design. Subarea One needs a drainage improvement project for the entire area. Such a project is likely to be cost prohibitive (estimated at \$4,375,000 by Indianapolis Department of Public Works).

The majority of the residents in Subarea One and Subarea Two are served by the Indianapolis Water Company and are connected to the Indianapolis sanitary sewer system (see Maps 6 and 7).

Subarea Two

Subarea Two is bounded by I-465, Washington Street, Lynhurst Drive and Minnesota Street. Subarea Two has a land area of approximately 246 acres and is primarily residential. The majority of the structures in Subarea Two are also either in excellent condition or only need superficial repair.

There are land use conflicts in Subarea Two as there are in Subarea One. In the northern portion of Subarea Two, the residential area abuts relatively intense commercial developments along West Washington Street. In the southern portion of the subarea, conflicts exist between single-family and industrial land uses. Traffic congestion is cited as one of the problems in Subarea Two. Heavy truck traffic on Mickley Avenue northbound to gain access to I-465 is a problem. The level of service on Lynhurst Drive is poor but will be improved due to the street widening project by the Indianapolis Department of Transportation (scheduled for 1992-1996). As with Subarea One, traffic on Minnesota Street, in Subarea Two, is congested.

Currently, Subarea Two receives greater noise impact from aircraft, however, the noise level will be reduced upon completion of the new runways.



MINNESOTA STREET / WASHINGTON STREET CORRIDOR PLAN
MAP 5 / 1989 BUILDING CONDITIONS



There is a severe drainage problem in the Mickleyville area. The Department of Public Works is undertaking a project in this area which is currently in the planning design phase.



MINNESOTA STREET / WASHINGTON STREET CORRIDOR PLAN
MAP 6 / INDIANAPOLIS WATER COMPANY SERVICE AREA



MINNESOTA STREET / WASHINGTON STREET CORRIDOR PLAN
MAP 7 / SANITARY SEWER SYSTEM

See presentation for more
 information regarding the
 Engineering Department's work.



Department of Municipal Development
 Engineering Division
 Subordinate Water Control System

IV. RECOMMENDATIONS

Subarea One

When the expansion of the Indianapolis International Airport is completed, including the construction of two parallel runways, there will be a change in the areas impacted by noise. The new runways will move the air traffic to the west (Subarea One) and this area subsequently will receive greater noise impacts than the present situation. Conversely, the east portion of the study area (Subarea Two) will receive less noise impact. It is, therefore, recommended that the following planning recommendations be adopted for Subarea One. These recommendations are depicted on Map 8.

A. Land Use Recommendations

1. All of the area north of Minnesota Street and the Conrail Railroad to Washington Street and Lucerne Avenue to I-465 should be converted from residential to commercial uses [preferably airport related uses]. Airport related uses are those uses which are dependent upon the airport facilities for part or all of their activities.
2. It is recommended that the area south of Minnesota Street to the Conrail Railroad, Lucerne Avenue [both sides of Lucerne Avenue] to High School Road be converted to industrial uses. [preferably Airport related uses]

B. Principal Implementation Strategies

1. It is recommended that the Airport Authority amend the Part 150 Noise Compatibility Program to expand the Guaranteed Purchase Program to include the residential property in Subarea One for future acquisition. The Guaranteed Purchase Program, currently being implemented by the Airport Authority south of the Airport, provides those homeowners in the noise impacted areas the opportunity to sell their property for the full appraised market value to the Airport Authority. This is a voluntary program and does not require anyone to sell their property.

The Airport Authority should amend the Part 150 Program to include this recommendation and submit it to the Federal Aviation Administration for final approval and funding. It is recommended that this process begin upon adoption of the Minnesota Street/ Washington Street Corridor Plan and that implementation occur prior to the opening of the second new parallel runway on the



MINNESOTA STREET / WASHINGTON STREET CORRIDOR PLAN MAP 8 / LAND USE PLAN

LAND USE CATEGORIES

RESIDENTIAL

Low Density

COMMERCIAL

Cluster Retail / Office

SPECIAL USES

LIGHT INDUSTRIAL

north side of the airport, now projected to occur in 1996.

2. If private developers are interested in the area, acquisition and conversion must occur in a "neighborhood sensitive manner". This means that individual lots should not be converted from residential [to airport compatible uses] in a piecemeal manner. Airport compatible uses are all land uses which could be located near an airport without conflict regarding noise. Developers and existing property owners should work together to redevelop the area in partnership. All properties in the following designated areas should be acquired by a single development entity before the Metropolitan Development Commission approves rezoning of the property. These areas are:

- a. High School Road to I-465, Conrail Railroad to Washington Street
- b. Washington Street to High School Road and Minnesota Street
- c. Minnesota Street to the Conrail Railroad and Lucerne Avenue

The highest priority location to initiate a redevelopment activity would be the area described in c. above, because of its proximity to the airport.

Subarea Two

A. Land Use Recommendations

The Indianapolis International Airport expansion will impact Subarea Two differently than Subarea One. Currently Subarea Two is in the flight pattern and is heavily effected by aircraft noise. However, when the two parallel runways are completed, much of the aircraft noise impact will shift to Subarea One.

1. It is recommended that the area north of Morris Street to Washington Street be retained for commercial use. The churches on Mickley Avenue and on Lynhurst Drive and Chelsea Road should remain. All other properties south to the Conrail Railroad, I-465 to Lynhurst Drive should be retained for residential use.

2. The Conrail Railroad provides an excellent buffer for the residential area to its north. Expansion of the industrial area south of the Conrail Railroad to Minnesota Street, I-465 to Worth Avenue is recommended. The area east of Worth Avenue to Lynhurst Drive should remain residential.

B. Implementation Strategy

Land acquisition in Subarea Two should be completed by private developers and should be achieved in phases to ensure that these developments are sensitive to the abutting residential uses.

The areas recommended to be purchased by private developers are:

1. I-465 to Mickley Avenue, Conrail Railroad to Minnesota Street, and
2. Mickley Avenue to Worth Avenue, Conrail Railroad to Minnesota Street

C. Transportation Recommendation

There are many complaints of heavy traffic on Mickley Avenue, especially heavy trucks traveling north, then west to Waldemere Avenue and finally north again to access I-465. It is recommended that the truck traffic be prohibited or restricted on Mickley Avenue, Chelsea Road and Waldemere Avenue.

D. Implementation Strategy

Weight limit signage should be installed on Mickley Avenue, Chelsea Road and Waldemere Avenue for the purpose of diverting the truck traffic to Lynhurst Drive to access I-465. This truck traffic restriction should be "phased in" when the widening of Lynhurst Drive is completed. In order to enforce the weight limit restriction, the Marion County Sheriff's Department should [make a concentrated effort to] ensure compliance by issuing tickets to violators.

Additional transportation issues have been identified for this study area. The Indianapolis Department of Transportation will conduct the following studies:

- Determine if a traffic signal is needed at Morris Street and High School Road.
- Evaluate the need for curbs and sidewalks in the 6100-6800 blocks of West Minnesota Street.
- Determine the need for a traffic signal at Minnesota Street and High School Road.

Other areas recommended for traffic studies due to traffic congestion are:

- Howard Street and High School Road,
- Victor Street and Washington Street, and
- Washington Street and Waldemere Avenue.

E. Drainage Recommendation

The Indianapolis Department of Public Works currently has the Mickleyville area drainage project in the planning design phase. This project extends from Lynhurst Drive to I-465. It is recommended that this project continue through the design phase and then be implemented.

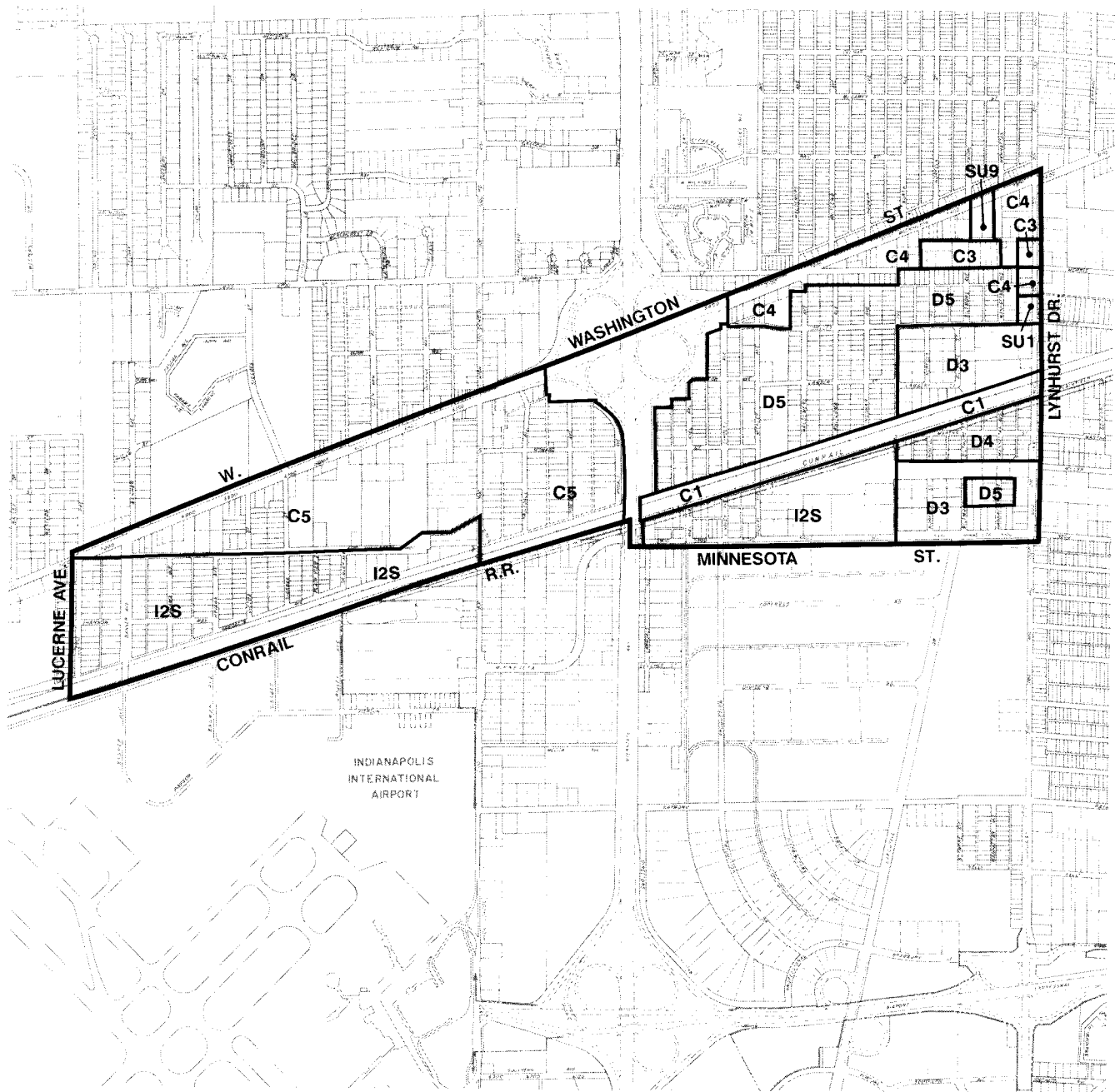
V. ZONING PLAN

The Zoning Plan recommendations are depicted on Map 9 on the following page. In Subarea One, most of the land use is dominated by medium-to-high density single-family residential development. Washington Street from Lucerne Avenue to I-465 is dominated by commercial land uses. The northeast segment of this area is zoned as a neighborhood Commercial District (C-3), and the remainder of Washington Street, west to Lucerne Avenue developed as the General Commercial (C-5) and High Intensity Commercial (C-7) Districts. There is a definite lack of buffering between this commercial strip and the single-family residential districts (D-3, D-4 and D-5) south of Washington Street. The area south of Minnesota Street is characterized by similar land use and zoning conflicts. Single-family uses and zoning districts abut light and heavy industrial uses and zoning districts.

The zoning and land use conflicts in Subarea One will be resolved with the land use and zoning recommendation to convert the area north of Minnesota Street as well as the Conrail Railroad to Washington Street and Lucerne Avenue to I-465 from residential to commercial uses and the appropriate zoning district (C-5). Similarly, the area south of Minnesota Street to the Conrail Railroad, Lucerne Avenue to High School Road is recommended to be converted to industrial uses and zoning district (I-2-S).

Zoning and land use conflicts also exist in Subarea Two. Washington Street from I-465 to Lynhurst Drive is a continuous commercial strip. The intensity of the commercial uses alternates between General (C-5) and High Intensity (C-7). It is recommended that the commercial uses on Washington Street from I-465 to Lynhurst Drive be rezoned to a Community-Regional Commercial district (C-4). The area south of the commercial strip to the Conrail Railroad is generally single-family residentially zoned D-3 and D-5. Any future development in this northeast quadrant should consider buffering between the commercial strip along Washington Street/Morris Street and the abutting single-family residential developments.

The area south of the Conrail Railroad to Minnesota Street, I-465 to Worth Avenue is recommended to be zoned I-2-S. This recommendation is intended to minimize residential exposure to aircraft noise. The area from the Conrail Railroad to a line even with Miller Street, Worth Avenue to Lynhurst Drive should remain designated as a single-family residential district and be rezoned to (D-4). The area bounded by Worth Avenue, the line even with Miller Street, Lynhurst Drive and Minnesota Street should remain designated as a single-family residential district and retain the (D-3) and (D-5) zoning districts.



MINNESOTA STREET / WASHINGTON STREET CORRIDOR PLAN MAP 9 / ZONING PLAN

RESIDENTIAL

D3

D4

D5

COMMERCIAL

C1 Office-Buffer

C3 Neighborhood Commercial

C4 Community -Regional Commercial

C5 General Commercial

SPECIAL USE

SU1 Church

SU9 Government Use

INDUSTRIAL

I2S Light Industrial

The preparation of this map
was funded in part by a
Community Development Block Grant



MAY 1990
Department of Metropolitan Development
Division of Planning
Indianapolis Marion County, Indiana



MINNESOTA STREET / WASHINGTON STREET CORRIDOR PLAN
MAP 10 / RECOMMENDED PROJECTS



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